THE
North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
E. St. JOHN NEALE,
Secretary of Legation.
H. M.'s Legation, Shanghai, 22nd June, 1860.

VOL. XVI., No. 789. SHANGHAI, SATURDAY, SEPTEMBER 9TH, 1865. PRICE, TAELS 15 ₩ ANNUM.

INTIMATION.

ADMINISTRATOR'S NOTIFICATION.
In re DANIEL GEORGE MUNRO, *deceased.*

ALL persons indebted to the Estate of the late DANIEL GEORGE MUNRO, are requested to pay the amount of their respective debts to the undersigned with as little delay as possible ;—and all persons having claims against the said Estate are requested to furnish particulars to the undersigned before the 31st day of October, 1865.

WILLIAM TARRANT,
Administrator in China.
28oc 631 Shanghai, 26th Aug., 1865.

NOTICES OF FIRMS.

NOTICE.—The interest and responsibility of Mr. EDWARD WEBB, in our firm, ceased on the 30th June, 1864.

DENT & Co.
15oc 620 Shanghai, 14th July, 1865.

NOTICE.—Mr. CHARLES COLNETT and Mr. HENRY RICHES HEARN, were admitted partners in our Firm, on the 1st of June.

WALLER & Co.
16se 624 Shanghai, July 15th, 1865.

NOTICE.—I have this day established myself as *Public Tea Inspector, and General Commission Merchant* at this port under the style and Firm of GUNDRY & Co.

Offices at *Luen Felecha*, Foochow Road.

ALFRED A. GUNDRY.
tf 605 Shanghai, 1st June, 1865.

NOTICE.—The interest and responsibility of Mr. CRAVEN WILSON in our Firm, both in Hankow and Chinkiang, terminated on the 15th instant.

CRAVEN WILSON & Co.
Shanghai, June 17th, 1865.

WITH reference to the above, the business hitherto conducted by Messrs. CRAVEN WILSON & Co. at Chinkiang, will for the future be carried on under the style and Firm of

CHARLES HUDSON & Co.
tf 608 Shanghai, 17th June, 1865.

NOTICE.—Our Business in London hitherto conducted under the style of J. F. H. TRAUTMANN, and that in Hankow under the style of R. C. D. MOFFAT, will henceforth at both places be carried on under our own firm.

We have also opened a Branch of our firm at Yokohama.

Mr ROBERT CARRICK DONALDSON MOFFAT and Mr. FRANZ BORNTRAEGER, have this day been admitted Partners in our firm.

TRAUTMANN & Co.
2de 603 Shanghai, 1st June, 1865.

NOTICE.—I have this day established myself as a *Public Silk Inspector* at this Port.

J. T. BRAND.

Temporary Office at the Silk Godown of Messrs. Fletcher & Co.

Hong name—*E-Yuen* 義源
tf 601 Shanghai, 20th May, 1865.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.—Mr. H. A. KNOOP is from this day authorised to sign our Firm by procuration.

KNOOP & Co.
8oc-65 517 Shanghai, Oct. 8th, 1864.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

[illegible] LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kinkiang.
tf 467 Shanghai, 6th June, 1864.

NOTICE.

MR. W. HOLTZAPFEL has this day been admitted a partner in our Firm.

LINCKER & Co.
632 7oc Swatow, 10th August, 1865.

NOTICE.—Mr. HENRY SMITH, has this day been admitted a partner in our firm, which now consists of Mr. JAMIESON ELLES, Mr. EDMUND PYE, and Mr. HENRY SMITH.

ELLES & Co.
15oc 621 Amoy, 1st July, 1865.

NOTICES OF FIRMS.

NOTICE.—The Undersigned has this day established himself at Ningpo as *Commission Merchant*, under the style of ERNEST MAJOR & Co.

ERNEST MAJOR.
16se 606 Ningpo, 1st June, 1865.

NOTICE.—Mr. JOHN MORRIS has this day been admitted as partner in our firm.

JACKSON & Co.
tf 332 Ningpo, 1st Nov., 1864.

NOTICE.—The business of the Undersigned as *Public Tea Inspector and Commission Agent* at this port will from his date be carried on under the style of KINNEAR & Co.

W. B. KINNEAR.
tf 567 Foochow, Jan. 1st, 1865.

NOTICE.—I have this day established myself as *General Commission Merchant* at this Port.

J. M. RINGER.
tf 612 Hankow, 1st June, 1865.

NOTICE.—On the 1st instant, Mr. HUGH MORRISON was admitted a Partner in my business, which will in future be carried on under the style and firm of GAVIN & MORRISON.

JOHN GAVIN.
tf 542 Hankow, 17th April, 1865.

NOTICE.—We have this day established ourselves at this port, as *Public Silk Inspectors and General Commission Agents*, under the style and firm of BLAND, DOWNIE & Co.

CHARLES S. BLAND.
JAMES S. DOWNIE.
16se 630 Yokohama, 1st August, 1865.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

JOHN POOK,
COMMISSION AGENT,
4, LIME STREET SQUARE,
London, E.C.
tf

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents, to the extent of £5,000.

W. R. ADAMSON & Co.
tf 619 Shanghai, 10th July, 1865.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.
11fe-66 576 Shanghai, 2nd June, 1864.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Act of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

CITY OF GLASGOW
Life Assurance Company.
ESTABLISHED IN 1838.
Subscribers Capital £600,000
Accumulated Funds at 20th January, 1864, (£460,000.)
Annual Revenue at that date £103,000.

THE Undersigned having been appointed Agents for the above Company in Japan and China, are prepared to accept risks, on terms, particulars of which can be obtained on application to

JARVIE THORBURN & Co.
5no-65 529 Shanghai, 1st Nov., 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 29th June, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de-65 324 Shanghai, 1st January, 1864.

THE NORTHERN ASSURANCE COMPANY.
CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.
(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir MOSES MONTEFIORE, Bart., F.R.S.
Board of Direction:
JAMES ALEXANDER, Esq., (Alexander, Fletcher & Co.)
C. J. BARNETT, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. BARNETT, Esq., Glympton Park, Woodstock.
BENJAMIN COHEN, Esq., New Court.
JAMES FLETCHER, Esq., (Alexander, Fletcher & Co.)
WILLIAM GLADSTONE, Esq., (Thomson, Bonar & Co.)
G. J. GOSCHEN, Esq., M.P., for the City of London, (Fruhling & Goschen.)
SAMUEL GURNEY, Esq., M.P. for Penryn and Falmouth.
JAMES HELME, Esq., Director of the Provincial Bank of Ireland.
SAMPSON LUCAS, Esq., (Lucas, Micholls & Co.)
ELLIOT MACNAGHTEN, Esq., Director of the Provincial Bank of Ireland.
THOMAS MASTERMAN, Esq., Collingwood House, Brighton.
J. M. MONTEFIORE, Esq., Director of the Provincial Bank of Ireland.
Sir ANTHONY DE ROTHSCHILD, M.P., for the City of London.
THOMAS C. SMITH, Esq., 23, Oxford Square, Hyde Park.

ASSURANCES on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

China Fire Insurance Company.
Subscribed Capital Tls. 2,000,000
In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.
GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
R. R. TYERS, Esq, (Messrs. Olyphant & Co.)
A. J. HOW, Esq., (Messrs. Johnson & Co.)
F. H. BELL, Esq, (Messrs. W. R. Adamson & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary.*
tf 320 Shanghai, 22nd Aug., 1864.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
8jy-66 465 Nagasaki, 1st July, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building situated on the British Concession at Tzechuhlin, Tientsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

COMMERCIAL UNION ASSURANCE COMPANY.
Marine Branch: 5 ROYAL EXCHANGE AVENUE, LONDON.
CAPITAL,.....2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

LIVERPOOL & LONDON & GLOBE FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 5th Oct., 1864.

INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.
LONDON.
ESTABLISHED IN 1782.
Trustees & Directors.

DECIMUS BURTON, Esq
TRAVERS BUXTON, Esq
OCTAVIUS EDWARD COOPE, Esq
WILLIAM COTTON, Esq.
JOHN DAVIS, Esq.
GEORGE ARTHUR FULLER, Esq.
CHARLES EMANUEL GOODHART, Eqs.
JAMES ALEXANDER GORDON, Esq.
EDWARD HAWKINS, Jun., Esq.
KIRKMAN D. HODGSON, Esq., M.P.
WILLIAM JAMES LANCASTER, Esq.
JOHN DORRIEN MAGENS, Esq
JOHN TIMOTHY OXLEY, Esq.
BENJAMIN SHAW, Esq.
WM. JAMES THOMPSON, Esq.
HENRY HEYMAN TOULMI Esq.
MATTHEW WHITING, Esq.

INSURANCES against Loss by Fire are effected by the PHŒNIX COMPANY, upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact, that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company, are prepared to insure Buildings, Merchandise, Goods, and Property against Fire, for *large amounts.*

They are also authorised to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
15jy-66 618 Yokohama, 3rd Mar., 1864.

THE
North-China Insurance Company
(ESTABLISHED 1ST JANUARY, 1863.)

CAPITAL, TAELS 1,250,000, IN 250 SHARES OF TAELS 5,000 EACH.
Paid up Capital, Taels 1,000 per Share.

DIRECTORS.
L. G. DUNLOP, Esq., (Messrs. Birley Worthington & Co.,) Chairman.
E. H. LAVERS, Esq., (Messrs. Gilman & Co.)
SOL. D. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
H. HOWE WIGGINS, Esq., (Manager Commercial Bank Corporation of India and the East.)
DAVID REID, Esq., (Messrs. Reid & Co.)

THE Company being about to be reorganized for a further term of three years, from 1st January, 1866, applications for Shares will be received by the undersigned until 31st October current.

A certain number of shares have been allotted to London, but further applications from there will be received until 30th November.

Applications for Shares, from persons not resident in Shanghai, must be accompanied by Power of Attorney to their Agents, to sign the Deed of Settlement on their behalf, and generally to represent them in all matters connected with the Company.

By order of the Directors,

J. S. MACKINTOSH,
Secretary.
Shanghai, 12th July, 1865.

FORM OF APPLICATION FOR SHARES.

No.

To the Directors of the
NORTH-CHINA INSURANCE COMPANY.

GENTLEMEN,

hereby request that you will allot to Shares in the above Company, and agree to accept such Shares, or any less number you may allot to ; and agree to pay the first call of Tls. 1,000 per Share, and all subsequent calls, and to subscribe the Deed of Settlement whenever required to do so.

Gentlemen,
tf 625 Your obedient Servant

NORWICH UNION FIRE INSURANCE SOCIETY.
Capital £550,000.
ESTABLISHED 1821.

THE Undersigned, having been appointed Agent for the above Society, is prepared to grant Policies to the extent of £7,500, against loss or damage by Fire.

1.—On Buildings and Goods stored therein.
2.—On Vessels lying in port and Goods on board.

F. R. GAMWELL.
3de 611 Shanghai, 24th June, 1865.

NEW ADVERTISEMENTS.

NOTICE.—I have this day established myself as *Public Tea Inspector* at this Port.

ALEXANDER COCK.
Office,—*Laou-Hokee-Hong.*
tf 635 Shanghai, Sept. 1st., 1865.

CHARLES F. MOORE,
GENERAL COMMISSION AGENT,
TIENTSIN.
9dc 636 Sept. 1st, 1865.

MISCELLANEOUS INTELLIGENCE.

NOTICE.—Holy Mass is held in the Roman Catholic Chapel near the French Consulate, every Sunday at 7 and 9 o'clock in the morning, and Benediction at 4 o'clock in the evening.

OPIUM QUOTATIONS

For the week ending September 9th, 1865.

	Malwa New.—Tls.	Malwa Old.—Tls.	Patna New.—Tls.	Benares. Tls.
2,—	616 a 620		400	385
4,—	610 a 615		405 a 410	395
5,—	600 a 610		408 a 414	395
6,—	600		405 a 410	390 a 395
7,—	600 a 610		405 a 410	390 a 395
8,—		610 a 615	405 a 410	390 a 395

DEATHS.

At Shanghai, on the 7th instant, Margaret Isabel, only surviving child of the late James Henderson, M.D., F.R.C.S.E. Aged 1 year.

Drowned at Newchwang, July 12th, 1865, Alden J. Bronson, Pilot, native of Biloxi Miss., U. S. A.

LATEST SHIPPING INTELLIGENCE.

Arrivals.—Sept., 7, *Chinaman*, (Br. ship), Downie, from Liverpool; Sept. 8, *Chefoo*, (Ham. bq.), Poh, from Hongkong; Sept. 8, *Sea Snake*, (Br. bq.), Popham, from Liverpool; Sept. 8, *Roseneath*, (Br. bg.), Nissen, from Kaulung; Sept. 8, *E. Elise*, (Ham. bq.), Lrevoss, from Newchwang; Sept. 8, *Kiangze*, (Am. str.), Gray, from Ningpo.

Departures.—Sept. 8, *Kiangse*, (Am. str.), Gray, for Ningpo; Sept. 8, *Fei-ma*, (Br. str.), Bird, for Ningpo; Sept. 8, *Confucius*, (Chi. str.), McCaslin.

The publication of the *North-China Herald* commenced at 4h. P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, SEPTEMBER 9, 1865.

The question of Church accomodation is one so important that we are not surprised by the periodical fits of interest which the community displays with regard to it. In the midst of a large foreign settlement a casual visitor would naturally expect to find a suitable edifice dedicated to the service of religion, and we doubt much that there is another community in the world, counting so many members of the protestant episcopalian church, which has not set apart something better than a mere godown for the purpose of divine worship. It is deeply to be regretted that during the prosperous years subsequent to the demolition of the old church, active measures were not taken to replace it by a building worthy of the importance of Shanghai. The plans were drawn under the impression that Shanghai was still the El Dorado of the far East, and therefore no allowance was made for the gradual but steady depreciation in the value of property. Those who two years ago would gladly have subscribed Tls. 1,000 to so praiseworthy a design would not now feel justified in putting their names down for more than one or two hundred. Such has been the destiny of Shanghai, and we must therefore submit to the altered circumstances of the case. But however impoverished the community has, comparatively speaking, become, there still remain many sufficiently wealthy and sufficiently interested in the cause of religion to contribute liberally to the Church fund. We must recognise the fact that not only is it a reproach to us that we possess no adequate church accommodation, but the absence of a suitable building acts directly on the religious feeling of the residents. Many are prevented from attending worship by the absence of free seats, others who have failed to obtain sittings are deterred by the awkwardness of wandering through the building at the heels of the sexton in search of a pew which may safely be invaded without the risk of ejection by the rightful possessor, while a large majority are unwilling to encounter the physical discomforts of stifling heat in summer and unbearable cold in winter. We therefore want a new church wherein free sittings may be provided for the many foreigners in bad circumstances who now reside in the settlements, wherein also there will be a larger number of pews at the disposal of intending pew-renters, and finally wherein the rigor of summer and winter weather will be tempered by ventilation and a proper system of warming. The building that we possess at present provides no accomodation for the poor, and this is not to be wondered at, since when it was erected there were no people in Shanghai, to whom the epithet "poor" could justly be applied. Every foreigner likely to attend divine worship was in the receipt of an income amply sufficient for his wants, and therefore all were alike allowed an equal chance in the distribution of pews. But we may now Sunday after Sunday see the forms near the door filled by worshippers who brave personal fatigue and discomfort to attend the Chaplain's ministrations. For them some accommodation better than bare benches should be provided. Again the revenue of the Church would be largely increased were the many applicants for pews able to obtain their wishes. We cannot blame a man who objects to encounter the amused stare of an assemblage of people while he passes from pew to pew in search of a seat, or who fears to be refused admission to the sacred edifice on the ground of his not being a subscriber. Such cases have happened, and the sufferers have not unnaturally vowed never again to subject themselves to a repetition of the occurrence. Moreover any one who has regularly attended the present temporary Church will bear witness to the impossibility of obtaining a seat in any sense comfortable. To say nothing of the benches which are merely implements of torture, it is alike impossible to obtain in summer a particle of air or select in winter a spot free from piercing draughts. Whoever sits near a stove is roasted; whower sits ten feet from it is frozen. It is not surprising therefore that, even on the supposition of Shanghai being a centre of piety and devotion, the services of the English Church are but thinly attended.

We therefore recur to our original proposition, that the erection of a new Church is above all things desirable. It would if properly built obviate the inconveniences noticed above, and might for a time at least, stir the community into something approaching religious fervor. But whether we look at the question as one of expediency, of good taste or of duty the result is the same—a church should be built. We are much mistaken if, rejecting Mr. Gilbert Scott's designs as too costly in the execution, we should not find that a sum amply sufficient for all our requirements could be raised by subscription, and that the local architects possess enough taste and skill to produce an edifice worthy of Shanghai. If it were well done, it were well it were done quickly, and we therefore cordially re-echo the admonition given some days ago by Model Settlement:—"Make a beginning."

Summary of the Week.

After a few days of clear summer weather Shanghai is again flooded by rain, the streets are buried in mud, and the roads in the vicinity of the settlement rendered impassable. The temperature has steadily descended, to-day's maximum being 80° F. in the shade.

Since the issue of our last weekly summary we have had no later advices from Europe, the *Dumbarton*, which arrived on Monday, having brought Indian telegrams only.

The incidents of the week have been few and uninteresting. A correspondence has taken place in our daily issue with regard to the projected new church, the present unsightly edifice being universally disapproved. What the result will be remains to be seen, but we trust that some energetic measures will at once be adopted. The question is fully discussed elsewhere. On Monday the Supreme Court of China and Japan was formally opened by Sir Edmund Hornby. The Royal Warrants appointing the Judge, Assistant Judge and Law Secretary were read, and Sir Edmund Hornby then proceeded to swear himself into office, after which the oath was administered to Messrs. Goodwin (Assistant Judge) and Fraser (Law Secretary). Messrs. Myburgh, Eames and Robinson signed the roll of practitioners in the Court, and the ceremony was at an end. The North-China Branch of the Royal Asiatic Society held its regular monthly meeting last evening, when some interesting discussion took place. The monthly meeting of the Municipal Council was held on the 8th instant. The Reports presented by the various committees will be found in another column. We also draw attention to the Report of a meeting of the Racquet Club, at which the rules for the guidance of members were again revised. The Rules in their new form are published to-day.

From Chinkiang we hear of a dastardly outrage committed by a party of native soldiers on three unarmed and perfectly unoffending foreigners. Full particulars have been published in our daily issue of Thursday last. One of the victims died of the horrible wounds he received, and another lies in a very precarious state. Up to the date of our latest advices the attempts made to identify the murderers had been unsuccessful.

From Peking we have advices to the 2nd instant, but nothing of importance had transpired. The *Gazettes* are utterly destitute of anything of interest.

Our Nagasaki correspondent reports a cessation of hostilities between the Tycoon and Choshiu chiefly on account of the powerful aid obtained by the latter from other great Princes in the Empire. The steamer *Viola* has been sold to the Prince of Satzuma for $95,000.

At Hakodadi all remains quiet. Trade seems gradually improving, but has not yet sufficiently revived to encourage extensive speculation.

NOTES OF A TRIP FROM SHANGHAI TO NINGPO *Via* SOOCHOW AND HANGCHOW.

Section I.—Shanghai to Soochow.

We left Shanghai at 10 o'clock on the evening of the 14th of August, 1865, in that unhappy frame of mind and body which a long residence in the model settlement almost invariably engenders. The country a few miles up the Soochow Creek seemed to our weary eyes similar to what the banks of a river in Paradise must have been before bunding and docks were invented, although on mature reflection, we found that it was very flat, stale and unprofitable indeed. Fondly imagining that we enjoyed the damp night air and the wet and hard seats on deck, we refrained for a long time from delivering ourselves over to the care of Morpheus and his powerful rivals, the mosquitoes. Eventually, however, we turned in, and then our miseries commenced in earnest. Every resident in China has doubtless experienced something similar to the horrors of that fearful night; suffice it to say that we did not enjoy the luxury of a single wink. Next morning, at 8 o'clock, we passed a small village named Sun-ka-ching. A commemorative monument erected to the memory of some unknown swell, and a *yin-hou* which stands close by, are the only objects of interest at this our first halting-place. The country did not seem to have suffered much from the recent heavy rains; the cotton crop looked thin but not at all battered or withered, and patches of beans might be seen in a flourishing condition. At 12 o'clock we arrived at Wong-du, near which place we passed under a fine three-arch bridge, in a state of good repair. The generality of bridges in this part of the province sustained, it is well known, severe injuries at the hands of both the rebel and Imperialist soldiery, during the period of the recent Taiping occupation. During the afternoon it rained heavily, so that we were obliged to close every aperture in the boat, and were thus precluded from seeing the country through which we passed. Fortunately our boat was tolerably staunch so that our beds did not suffer. Towards dusk the boatmen requested leave to stop for the night, and it was granted, on the distinct understanding that however long a time they took to reach Soochow, they would only receive eight dollars for the journey. We accordingly anchored close to a most offensive custom-house chop, on board which a dreadful noise was kept up with gongs and drums, without intermission, during the whole night. The mosquitoes here were much larger and more ravenous than in Shanghai. We, however, rigged up our curtains, and felt comparatively salubrious. The boatmen were aroused at day-break, greatly to their disgust, and we got underweigh at 4.30 A.M. A few hours afterwards we were hailed by a customs boat, and a few questions were asked as to where we were from, what our business was, &c., but we were never obliged to shew our passports during the whole journey. This is an important fact, for some Shanghai-ites are deterred from undertaking trips inland through fear of being detained and perhaps molested on their route. At every place where we stopped we were received with great politeness and some curiosity by the inhabitants, who were naturally entertained by the eccentric habits and manners of the 'foreign devils.' That morning, at about six o'clock, we came to a creek branching off to the right, which led to Quinsan, distant twenty *li*. We went straight ahead and in a few minutes the celebrated hill of Quinsan became visible. We could see on its summit the indistinct outline of a pagoda bereft of its galleries, and standing *solus cum solo*, without any trees to relieve the barrenness of the landscape. For the past hour or so our boat had had an exciting race with a large mandarin chop sailing up the creek. There was a strong breeze blowing and the tide of victory constantly fluctuated. The boatmen got excited and let out an extra reef, and for some time the chances seemed to be in our favour. The hostile galley, however, put on a spurt with the yu-lau, and by a judicious tack forced us to run in amongst the reeds to escape collision. With a derisive shout from the adversary, the other boat shot ahead, and with fearful maledictions we went on our way lamenting. At 9 A.M. we passed through Quinsan. The city is built round the base of the hill, upon the top of which stands the pagoda already mentioned. We did not see any houses on that side of the city which we passed, but in another quarter of the town there are shops and private residences. The place appears to be extremely poverty-stricken, and the few inhabitants we saw seemed stupid and apathetic. After passing Quinsan the comparatively long time for which we had been confined in the boat, took effect on us, and we began to get very tired of creek navigation. We envied the happiness depicted upon the visage of one of our boys, who indulged during a great part of the day in the intellectual pursuit of curbing the wayward fancies of an empty soda water bottle which he dangled in the water. At 11 o'clock we passed the city of Sing-yih, which lies a little inland on the left bank of the creek. A portion of the wall is still standing but in some places it has been completely demolished. Like all the important places in the neighborhood it has suffered from rebel depredations. The hills in the neighborhood of Soochow now appeared looming in the distance. At intervals along the banks of the creek are large irrigating machines, generally turned by buffaloes, blindfolded, and sheltered from the sun by mat sheds. The Chinese certainly cannot be accused of cruelty to their useful animals, but on the contrary treat them in a manner which might well be imitated by many denizens of more civilised climes. At noon we arrived at a place named Liang-ding. In former times it must have been a rather large town, but it now consists of little more than one row of houses bordering the edge of the creek. A boy was sent on shore to buy eggs and he returned with only three. He could not get any more although he went to every shop. Some high mountains ahead were, according to our boatmen, the E-ding-shan. At 3.30 P.M., after passing through a few very dirty villages, we entered the celebrated city of Soochow. The journey up was accomplished in forty-one and a half hours, or some six hours longer than was necessary.

Section II.—Soochow.

So many foreign residents in Shanghai have visited the provincial capital that it will be unnecessary to enter into any details with regard to that once magnificent and still important city. A short description of its principal objects of interest may not, however, be out of place. Soochow takes the fourth place in China as regards size; it is surpassed in this respect by Nanking, Peking and Hangchow alone. The walls are from thirteen to sixteen miles in circumference, and beyond them in every direction extensive suburbs once existed. There are six gates to the city; on the north, the Chi-mên (齊門); on the south, the Pan-mên (盤門); on the east, the Low-mên (婁門) and Fu-mên (富門); and on the west, the Cha-mên (閶門) and Hsi-mên (胥門). The wall has lately been put in capital repair, and the embankment on its inner face would answer well for long rides, but that weeds grow there in great abundance and impede the progress of ponies. There are several pagodas inside the city, one of which in particular is well worthy of notice; viz., the Pih-she pao-tah, situated towards the north side, not far from Macartney's arsenal. This pagoda is built in ten stories, the galleries of which are in perfect repair. A splendid view of the city rewards the enterprising tourist who accomplishes the ascent, and, as a rule, a strong breeze is felt on the top. It is said that this pagoda required sixty years to build, and of course cost a vast sum of money. With regard to it Milne, in his work entitled *Life in China*, adds the following note to a dissertation on the pagodas of China:—

> Reports on the spot tell that three different individuals had to undertake the completion of the work in succession. One was a viceroy; the second a wealthy gentleman, who spent all his property on it till he was reduced to beggary; and the third, who finished the work, was a prince of the Loo-choo Islands.

Early in the reign of Tao-kuang extensive repairs were made in it, which cost the Imperial treasury upwards of 26,000 dollars. On the east side of the city are the twin pagodas. They are small and destitute of galleries. No care seems to have been taken to keep them in order, and the stairs have consequently fallen into decay. These pagodas stand close together within a compound overrun by rank weeds. Close to these pagodas is another, shorter still and built in a square form. This we did not visit as we heard that it could not be ascended. Near the Pan-mên is another, perhaps the most ruinous of all. The top has fallen away recently and there is no trace of the balconies. There are no other pagodas within the city, but a few miles outside the Cha-mên there is one built on a hill called the Hu-chu shan. This pagoda leans considerably. The ascent to it is rough and tiresome but there is a half way tea-house where travellers can stop to rest. A fine view of the city and western suburb is obtained from the summit of the hill. Leaving the city by the Cha-mên, but in a different direction from the Hu-chu shan, is the Lu-yuen, a fine public garden. The artificial scenery is very well designed and there are several summer-houses and theatres within the enclosure which are now unfortunately in ruins. One large tea-house remains standing to which the Chinese still resort and, while drinking tea and smoking, enjoy the delightfully cool breeze which may always be felt in the Lu-yuen, even in the height of summer. Inside the city there is also a garden, but it is neither so large nor so tastefully laid out as the other. Another object of interest is the Yu-miau-quan, one of the finest Taoist temples in China. In its neighborhood are the best shops in Soochow, and very amusing caricatures of foreigners may there be seen exposed for sale. A few words about Macartney's arsenal will conclude this imperfect notice of the interesting spots in Soochow. A large temple situated near the Chi-mên is the building now used as an arsenal for the manufacture of foreign guns and projectiles. The arrangements are superintended by Dr. Macartney, who has six European subordinates, together with four hundred Chinese and twenty Tartars. The native workmen are under the direct control of a mandarin named Liu, who resides on the premises. The establishment is kept up by H. E. the Viceroy, who has already given orders for the removal of the machinery to Nanking. One steam engine is found sufficient for all ordinary purposes, but there are two others available. Enormous quantities of shot and shell are manufactured and sent off to different parts of the Empire as occasion requires, and guns, mortars and howitzers are also turned out. One 24-pounder howitzer, which might compare favorably with any issued from Woolwich, had just been completed at the time of our visit, and was about to be forwarded to Nanking. A small steamer suitable for creek navigation is now being built, and all the machinery for it will be made on the spot. It is a pity that removal to Nanking is necessary, as it will of course cause much delay and inconvenience. There are many other places in Soochow well worth a visit, but the principal "lions" have been already mentioned.

Section III.—Soochow to Hangchow.

After having stayed in Soochow for a week, and "done" it to our satisfaction, we hired a good sized boat, and, on the 23rd of August started for Hangchow, paying a farewell visit to the Lu-yuen as we passed the west side of the city. Having passed the Hsi-mên we got into a creek leading towards Hangchow in a south-westerly direction. The water looked very clear and tempting, so we proclaimed a halt and enjoyed the luxury of a swim, very much to the surprise of the boatmen and indeed boatwomen also, who watched our aquatic evolutions with great curiosity. Until we arrived in Hangchow we had our swim every day. Next morning at about 5½ o'clock, we came to Wu-chang hsien, a fine old city apparently. We were going pretty fast at the time and did not care to delay the boat by going on shore and examining the place more closely. Here we passed under one of the finest bridges on the route. At 9 A.M. we arrived at Ping-wang, where we stopped to buy fresh fish and eggs. We now found ourselves in the heart of the silk districts; the banks on either side of the creek, and as far inland as we could see, were thickly planted with mulberry trees, which appeared to be in capital condition. Growing amongst them were beans, which also looked strong and healthy. In the distance large fields of cotton, wheat and rice formed a pleasing background to the picture. The country does not seem to have suffered in the least from the recent inundations. At about 11 o'clock we turned into a creek on our right, and got into the Pa-chih[illegible] a good sized lake. Here there was just en[illegible] sea on to make us feel uncomfortable, but we soon emerged on the other side, and again got into smooth water. There are several very picturesque nooks along the river bank, and the Chinese in this part of the country appear to devote themselves entirely to agricultural pursuits. We enjoyed that day's journey very much, the weather being all that we could wish, and the scenery delightful. In the evening we went on shore and walked along by the side of the creek, in order to get the stiffness out of our legs. The banks were lined with mulberry trees, and further inland we could see extensive paddy fields and hear the loud croak of the bull-frog which almost amounted to a roar. Unfortunately for us we were afflicted with idiotic boatmen who availed themselves of every opportunity to lose their way; indeed we subsequently discovered that they had never been to Hangchow before. At dusk that evening they mistook the road and did not find the right one until several hours had elapsed. At 8½ P.M., however, we arrived at Wu-chên, the first halting-place in the Chekiang province. Here we were hailed by a Custom-house boat which we went alongside, and a long conversation ensued. The mandarin on board asked us who we were, and whether we were trading. We told them that we were Englishmen from Shanghai, that we had come on a pleasure excursion, not for the purposes of trade, and invited him to examine our passports. The latter he refused to do, saying that he reposed implicit confidence in the truth of our statements. We accordingly chin-chinned, and went on a little further, when we came to a bamboo barrier which is put up every evening at sunset. Here there was an official boat, and we were informed by those on board that it would be dangerous to proceed further, as the neighborhood was infested with creek pirates. However, in order to breathe a purer atmosphere and escape the drum and gong beating on board the mandarin chop, we passed under the barrier and anchored a little further up. We went on shore here and found the inhabitants civil as usual. We started at daylight next morning, August 25th, and found ourselves still in the silk districts and surrounded by very fine scenery. Our infatuated boatmen again lost their way and continued steadily to lose it at frequent intervals during the day. They were threatened with having their dollars "cut" at the end of the journey, but this had no effect whatever, so we had to resign ourselves to our cruel fate. At 11 o'clock we arrived at the market town of Lien-shi where we stopped to replenish our supply of fresh provisions. We were immediately surrounded by a crowd of natives, none of whom seemed to have ever seen a foreigner before. There was nothing to see here so we hurried on board our boat as fast as possible, in order to get out of the sun. As we sailed along we fell in with a large fleet of boats containing fishing cormorants. The birds had not the politeness to catch any fish while we were expecting them to do so, but stood all round the boat panting and looking extremely unhappy. Their owners told us that they had finished the day's work and were just returning. The rings were left on the birds' necks to prevent them from making an onslaught upon the fish in the boat. In the distance a splendid range of mountains indicated the position of Huchow, which place we did not, however, visit, although had the boatmen been less obtuse we might probably have passed it on our way. In the afternoon we came to An-shan, a very fine isolated hill, on the summit of which stands a pagoda. The hill is beautifully wooded and the surrounding landscape is charming. The pagoda is in a very ruinous condition; only five stories are now standing the rest having been demolished, possibly by Time, but more probably by the Chinese soldiery. On a cool day a clamber up the side of the mountain would be very jolly, and would make a swim afterwards still more pleasant, but unfortunately when we were there the thermometer stood at about 90°, so we thought it more prudent to remain on board and content ourselves with admiring the view. The same evening we arrived at Sin-shi, a large town now rapidly recovering from its recent ruinous condition. Here an immense quantity of silk is gathered in from the surrounding country, and prepared for the foreign market. Early next morning (August 26th) we reached Tan-shi, where the preparation of silk is carried on upon a still larger scale than at Sin-shi. Here there is a very fine six-arch bridge in a good state of preservation. Here also is manufactured a cholera medicine in the efficacy of which the Chinese place great confidence. It is prepared in the form of small pills which are administered either by the mouth or in a powdered form as [illegible] At last we found ourselves, greatly [illegible] delight, in the neighborhood of Hangchow. At 0.30 P.M. we passed through the ruins of what must at one time have been very fine hongs and private dwellings. Several of them have been rebuilt, and some fine three-storied houses have been converted into shops. The devastation caused here by the Chinese soldiery—whether Taiping or Imperialist is difficult to say—has been terrible. Going along through these conjoint memorials of greatness and barbarism, we passed under a few old bridges of eccentric architecture. In the middle of each may be seen the remnants of a little hut, most probably intended for a guard-house. Ahead we saw the mountains which surround Hangchow, and to the right were the hills in the vicinity of Huchow.

As we proceeded we found the desolate appearance of the country less apparent, most of the houses having been rebuilt, and the inhabitants seeming cheerful and busy. We were by this time getting impatient to reach our destination, as we wanted to send on shore for chow-chow, our stock having come to an untimely end the night before. To be pent up in a boat with plenty to eat and drink is certainly objectionable, but when the supplies are cut off, the position of the unfortunate traveller is indeed horrible. To our right hand side we passed a large granary called Peën-min-chiang, or "every-body's storehouse." This building is in a very ruinous condition, but farther on, and to our left, is another granary which is in a good state of repair and covers a very large extent of ground. They are availed of only in times of drought or famine and have therefore fallen into disuse, now that the necessity for such institutions does not exist. The fragments of a foreign built small-boat lay stranded on the shore when we passed up. It had probably remained there since the days of rebel occupation when steamers frequented the creeks in which we were. Proceeding a little further onwards we came up with a small steamer, officered and manned solely by Chinese. On enquiry we learned that it is the property of the Fantai, who resides at Hangchow, and that it runs between Hangchow and Huchow for the conveyance of silk. Close by this steamer we anchored and found ourselves two miles from the city. Here our boat remained during the short period of our stay, as there was some difficulty, perhaps imaginary, about getting any closer to the walls.

Section IV.—Hangchow.

The celebrated city of Hangchow-fu, the capital of the Che-kiang province, has been described at such length by various writers on China that a reference to their works will suffice to give an idea of its magnificence. Although a great portion of it has been laid waste, enough remains to render the place deeply interesting. The city is surrounded by mountains clothed with rich verdure, and lakes of great extent render the scenery all that could be desired. When we gazed around us we could well understand the feelings that prompted the saying, "In heaven is paradise; on earth are Soochow and Hangchow." (Shang yu t'ien tang; hsia yu Su Hang.) Marco Polo would seem to have been enchanted with Kinsai, as Hangchow was called in his days. He describes it as "pre-eminent above all other cities in the world in point of grandeur and beauty, as well as from its abundant delights, which might lead an inhabitant to imagine himself in Paradise." As we passed through the streets we were greatly struck by the large size of the shops and the superior quality of the articles exposed for sale. The streets are double the width of those in Soochow, and are clean and well paved; while the entire city is intersected with canals which afford additional facilities for going from place to place. Within the walls there is a high hill from the summit of which a splendid view of the city and suburbs is obtained. The scenery on the hill itself is magnificent. Joss-houses recently repaired peep out from the midst of luxuriant foliage, and little valleys delightfully shaded suggest the ideas of pleasure excursions and pic-nics. Several new idols are now being set up in the temples, and the place is beginning to assume an appearance of prosperity. Outside the city is the old pagoda which the Chinese say never casts a shadow. Our short stay did not admit of our testing the truth of this statement. The Mahomedan mosque at Hangchow is worthy of notice. The building is handsomely ornamented on the outside, and is surmounted by a small cupola. Inside it looks as though little care was bestowed upon it. Arabic inscriptions adorn the walls in some places, and a small daïs at the upper end is the only furniture. The presiding mollah was a middle-aged, good-looking Chinaman, who informed us that the mosque was under his charge, that he was a native of Chinkiang and had been brought up in the Mahomedan faith from his youth. He also told us that the number of Musselmans in Hangchow amounted to about forty, and that he instructed their children in the tenets of the Mahomedan religion. There is a Lazarist chapel also at Hangchow. It is under the jurisdiction of Monsignor de la Place, who resides at Ningpo, but pays his converts in the interior an occasional pastoral visit. When we were there we found only a Chinese priest, who spoke French pretty well, and invited us in to drink tea. In the course of conversation he informed us that there was a French padre living on the spot, but that he suffered just then from scarlet fever, so could not see us. We also learned from him that the Jesuits built the chapel some time during the Ming dynasty and that it afterwards fell into the hands of the Lazarists. The number of Catholic converts is at present about one hundred. Next morning (Sunday) we attended mass, and were greatly struck with the apparent devotion of the congregation. The service was conducted by the Chinese priest already mentioned. He subsequently rendered us great assistance in procuring boats to convey us to Ningpo. The yamêns of the Futai and the Fantai are of great extent and in a good state of repair. Some of the temples are worthy of a visit on account of the gorgeous "get-up" of the idols. There is one place where children are instructed in Bhuddism; tea and medicine are provided gratuitously at the door. Two enormous stone lions guard the entrance to this building. The instructor was rather sulky when we went there, and seemed delighted to get rid of us, thinking probably that our presence might have a baneful influence upon the young scholars. This short and necessarily imperfect description of the far-famed city of Hangchow may be closed most appropriately by the following extract from Marco Polo's Travels:—

> According to common estimation the city (Hangchow) is a hundred miles in circuit. Its streets and canals are extensive, and there are squares, or market-places, which being necessarily proportioned in size to the prodigious concourse of people by whom they are frequented, are exceedingly spacious. It is situated between a lake of fresh and very clear water on the one side, and a river of great magnitude on the other, the waters of which, by a number of canals, large and small, are made to run through every quarter of the city, carrying with them all the filth into the lake, and ultimately to the sea. * * * * It is commonly said that the number of bridges, of all sizes, amounts to twelve thousand.

Section V.—Hangchow to Ningpo.

On the evening of Sunday, August 27th, we set out for Si-shing, where the boats lay which were to convey us to Ningpo. When going across the ferry between the city and Si-shing, we had a splendid view of Hangchow as it lay imbedded amongst the surrounding mountains. It seemed to us almost impossible that such scenery could be excelled. After crossing a wide sandy plain in chairs we arrived at the boat-hong the master of which immediately procured the requisite number of boats and had them brought close to the house. That morning we had discovered to our dismay that it was impossible to procure a large boat, so we had to be content with sanpans similar to the dispatch-boats constantly plying on the Soochow creek. In these miserable conveyances we were to undertake a two days' journey. We, however, made up our minds to be uncomfortable, and after partaking of a good Chinese dinner at Si-shing, embarked and moved rapidly down the creek. The boats did not admit of our standing up, for they were then certain to topple over, or of turning quickly from one side to another, for then the chances of being upset were very great. We had to lie right in the middle, too, in order to preserve a proper equilibrium. The mosquitoes were another fertile source of annoyance, for we found it impossible to put up our curtains. Once or twice the boatmen startled us from a dose with a request to move a little to one side or another; this conduct was objectionable so they were threatened with a fine on repetition of the offence. During the early morning and in the evening we were able to push back the mat covering and look around us, but all through the day, while the sun shone, we were closely tiled, and stretched full length in the boats. We stopped morning and evening to get something to eat, and subsisted upon the worst Chinese chow-chow during the whole journey. It was impossible in the majority of instances to get our tinned meats cooked, and we were therefore thrown on the scanty resources of each village at which we stopped. On the first day nothing particular happened except that we came to two "haul-overs," at which we had to get out of our boats, while the latter were being carried overland triumphantly, by four coolies. They were then launched in the water on the other side of the intervening ground. For large boats a slide has been constructed. They are hauled up the ascent out of the water by buffaloes, and on the other side they run down without any assistance. On the next day (August 29th) the weather was somewhat cooler than before and we felt comparatively jolly. We urged the boatmen to push on and reach Ningpo that evening so as to obviate the necessity of our passing another night on board. This we soon found was hopeless, and during the night we anchored but started again before baybreak. We then came to a final haul-over, and in a few hours more arrived in the foreign settlement at Ningpo, heartily glad at having come to the end of a most uncomfortable journey.

Section VI.—Ningpo.

Ningpo-fu is the least attractive of the three cities which we visited. Nevertheless, as regards size and interesting localities it far surpasses the ill-favoured city of Shanghai. In the cool of the evening a ride round the walls is very refreshing, and would be rendered still more pleasant by the absence of the dead bodies and coffins which lie exposed in different places close to the inner embankment. Baby-towers may also be seen, which seem to be extensively patronised by the native community. There is one pagoda within the walls which is said to have been erected before the site for the city was laid down, but as the latter date has never been precisely ascertained, the fact is not of much practical importance. All the galleries have been destroyed so that it is rather an unsightly object. The assembly-hall of the Fukien guild is remarkable for the magnificent carving of some of its pillars. We saw nothing to equal them either in Soochow or Hangchow. The whole building is gorgeously decorated and is frequented chiefly by natives of the Fukien province who reside either temporarily or permanently at Ningpo. Most of the pillars are carved to represent enormous dragons curling around the stone. The workmanship is beautifully delicate, and the general outline bold and impressive. There are numerous Taoist and Buddhist temples which the visitor to Ningpo should make a point of seeing, as well as a large monastery which contains some splendidly ornamented idols. Inside the Salt gate is Pa-ta-kun, Major-General Cooke's barracks, where he drills the small remnant left undisbanded of the fine force formerly under his command. At present there are two hundred disciplined troops in Ningpo who act as a sort of civic guard. They protect the gates and walls, take frequent cruises to Chin-hai to keep the place free from pirates, and escort treasure up the creeks. The force as it now exists is under the command of Major-General Cooke, and officered by Major Smith and Captain Watson. The men, through dint of frequent practice, are perfect in their drill and although not obliged to sleep in barracks, the discipline maintained is very severe. It is unnecessary to make any allusion to the foreign settlement, as most probably almost every resident in Shanghai has been there. The hills of Tien-dóng are the great attraction in the vicinity of Ningpo, and every facility is now afforded for visiting them. A commodious boat may be hired at the rate of one dollar per day, and the journey is usually performed in seven or eight hours. On arriving there is a splendid lagoon of clear water where the traveller can take a bath and set out either on foot or in a chair for the temple where he must put up during his stay. The scenery on the hills is magnificent, and will amply repay those who undergo the fatigue of walking up from the boats. A week can be spent here very pleasantly, and the visitor is sure to come back improved in health and spirits.

At length we reluctantly quitted Ningpo, and returned by steamer to Shanghai.

Z.

MUNICIPAL COUNCIL.

Reports *from the various Committees working under the Municipal Council, submitted and approved at a monthly Meeting of the Council, held Sept. 5th, 1865.*

FINANCE, RATE AND APPEAL COMMITTEE.

Referring to the Minute Paper read at the special meeting of the Council held on the 22nd ult. your Committee have to report that, in accordance with the authority then given to prosecute defaulters, they have issued printed notices again requesting payment, and informing those who still refuse that legal action will be taken to enforce the claims made. This step has had a most beneficial effect, so much so that few defaulters of standing remain, and the financial position of the Council is in a better state than for some time past. It will now be your Committee's duty in conformity with the late resolution of the Council, to avail of the Supreme Court and enforce payment of taxes from those now remaining on the list of defaulters.

The revised assessment on Land and Houses has been completed, and the Tax Papers based on same have been sent out.

Wharfage Dues.—The collection of this Tax has been impeded by the general objection to pay the double rate for the *first* quarter of the year. Your Committee think that as the doubling of this tax acts retrospectively for the said quarter, there is much justice in the complaints of those who object to pay on the score that their accounts for constituents had been previously rendered.

It is therefore recommended that the double rate for the *first* quarter be abandoned and the half of what has already been collected be returned to those who have already paid it. This step your Committee believe will give general satisfaction, more especially as the double rate of wharfage for the quarter from April to June is being well and promptly paid.

Opium House Tax.—This is now working well on the new plan lately adopted, and no complaints have recently been made.

Pawn-shops.—Your Committee have also in the case of these establishments drawn out a new scale on the basis of the amount of business done. As was the case with the preceding tax, there is some opposition at first, but good hopes are entertained that the measure will succeed.

Local Post Office.—A branch office has been established in the Eastern suburb of the native city, for the sale of Postage Stamps and collection of native correspondence. It is not yet sufficiently known to be much used by Chinese. A contract has been made with Paou Shun by which, for the sum of $600 per annum, he is allowed to collect and forward a portion of the Chinese postal matter.

Chinese Taxes.—The substitution of Dollars and Cash for Taels and Candareens in the collection of these has answered well and given much satisfaction to native householders.

In conclusion your Committee would state that unless defaulters can be compelled to pay outstanding accounts, there is no chance of reducing the debt of Tls. 65,000 during the present year; in which case it will only be by the practice of rigorous economy that the Council can avoid incurring further debt.

PUBLIC WORKS COMMITTEE.

Lighting the Settlement.—Your Committee have endeavored to make arrangements to substitute Kerosine Lamps for the present Oil ones, using the Lamp-posts as they are,—but the lowest Tender they received would have rendered the substitution nearly three times as expensive as at present, and it had in consequence to be abandoned.

Drainage.—Various repairs to the Drains are necessary, but your Committee do not feel authorised to sanction an expenditure amounting to over Tls. 2,000, without the consent of the Finance Committee. A Drain has been constructed at small expense in Foochow Road, where it was urgently needed.

Dangerous Structures.—Dangerous Structures in Hankow Road, belonging to Mr. Kennedy, have, with the sanction of H. B. M.'s Consul, been pulled down; the old material been piled up on the ground; and the rubbish laid down on the public roads. The cost of removing these dangerous structures, which amounts to Tls. 70, your Committee have requested H. B. M.'s Consul to recover.

Mud-flat in front of H. B. M.'s Consulate.—Your Committee have desired the Municipal Engineer to prepare tracings (of the ground proposed to be filled in) for H. B. M.'s Consul, who has most energetically taken the matter in hand, and it is to be hoped that he will arrange it with the Chinese Authorities at an early date. This mud-flat spoils the appearance of the Bund which has now been widened from Pekin Road nearly up to Wills' Bridge; a great improvement to that part of it.

Night Soil Contract.—The Contract having expired on the 31st August last, has been granted for one year by your Committee to Dun Quen-wo, for the sum of $505 per month, payable to the Municipal Council monthly. In consideration of this sum your Committee have waived their right to the supply of Scavenger Coolies (who were formerly provided by the Contractor), as they think the new arrangement more favorable to the Council, but the boats to carry the Garbage at least two miles off from the settlement will still have to be found by the Contractor.

Jetties.—The attention of your Committee has again been drawn to the very bad state of many of the jetties which are nearly useless at low tide in consequence of their length being insufficient. It is a question if the principle of mud jetties, which, as tried at the end of Nankin Road, has been found to answer, be not extended.

WATCH COMMITTEE.

Your Committee report the strength of the force at 102. Europeans 68, Chinese 34.

Your Committee report that the active measures taken on the question of the Chair Monopoly have resulted in the entire absence of any complaints during the past month.

Private Watchmen.—It having been found that at the present time many private watchmen are in league with bad characters for whom their houses become places of resort, your Committee suggest for the public interest that any person requiring private watchmen be supplied from the Police Force, so that constant control be held over all such men. Several watchmen have already been supplied by the Council to public institutions, but in future your Committee suggest that the Council charge for them if still required.

Securities of Chinese Constables.—Your Committee suggest that in cases of the misconduct of Chinese Policemen the Bondsman be sued before the Mixed Court on the guarantee given by him, and in cases where the security money is forfeited that the assistance of the Consul be requested to obtain the sum specified in the guarantee. It is also suggested that when any punishment is inflicted on the Constables the case should be reported in the Chinese Newspaper, with a view if possible in the course of time to secure reliable men in this branch of the Force.

Your Committee report that Police Constable Henry Whelan has been prosecuted for squeezing, and sentenced to six months imprisonment. They beg to suggest that the strictest instructions be given to the Superintendent to bring all such cases before the Court.

Rowdies.—Your Committee have the satisfaction to state that eleven men of this class have been apprehended and convicted during the past month, and amongst these were some of the very worst characters in the settlement.

Your Committee have pleasure in reporting that the Medical Officer of the Force has found reason to congratulate the Council on the health of the men during the hot weather. No serious case of sickness has arisen, the sick list frequently being entirely clear. They have also the additional satisfaction of stating that the health of the men probably speaks very highly for their steadiness.

North-China Branch, Royal Asiatic Society.

Minutes *of a Meeting of the North-China Branch of the Royal Asiatic Society, held in the Society's Rooms, the 8th day of August*, 1865.

Present.—G. F. Seward, Esq., *Vice President*, in the Chair; C. Alabaster, Esq., *Secretary*; Messrs. Giquel, Kingsmill, Thorne, C. T. Jones, Noetzli, Hanbury, Robinson, Dr. Jones, and a number of others.

Mr. Goodwin, recommended by the Council as an Honorary Member, was elected unanimously.

The Minutes of the last Meeting having been read and confirmed, the ballot was proceeded with, and the following gentlemen were elected members of the Society:—

J. S. Forsyth, Esq.,
H. Gribble, Esq.,
T. Bell, Esq.,
Dr. Jones,
} *Resident.*
F. Whitmore, Esq., *Non-resident.*

The following gentlemen were then proposed for election at the next meeting:—

Residents { A. Maintz, Esq.
E. A. Reynolds, Esq.
Captain Round, R.N.

Proposed by Mr. Seward, seconded by Mr. Alabaster,

Resident, O. Brown, Esq.

Proposed by Mr. Jones, seconded by Mr. Giquel,

Resident { William Kidner, Esq.
H. Lang, Esq.

The Secretary then read a paper on the Nomadic Mongols, by the Revd. Mr. Edkins.

Mr. Edkins' paper commenced with a description of the various Mongol races found at Pekin, and the arrangements made for their comfort there. He gave a narrative of a trip taken by him into Mongolia in 1861. At one day's journey from Pekin, he passed bodies of troops and pilgrims on his way to Jehol near which he visited the Lama temples of Teshu Shimbo, thence he proceeded to Pakeu, a great centre of Lama influence, passing through extensive pastures where he found a flourishing pastoral population, and stopping a day or so at a Mongol Village in the neighborhood, returned to Pekin. The paper noted the resemblance between Mongolian and Chinese, and contained some interesting information relative to the private habits of the people.

At the conclusion of this paper some notes on the same subject were read by Mr. C. M. Grant, F.R.G.S.

The title of the paper read by Mr. Grant was "Mongolia and the Northern Mongols."

In describing the physical geography of Northern Mongolia or the Khanates of the Khalkas, Mr. Grant brought forward two subjects which have engrossed much of the attention of geographers for upwards of a century, namely the sources of the Amoor, and the site of Kara Korum. In regard to the former he remarked. "The Kerlun or Kerulun is generally supposed to be the parent stream of the Amoor; this notion has probably originated in some old Chinese map whose construction has been based upon supposition and not on actual surveys, and it has been retained because until now no one has had just reason for refuting it. I conceive that I have excellent authority for supposing it to be erroneous. Dr. Kashin the P. M. O. for the city of Irkutsk, a member of several scientific societies and one of the committee of the Siberian Branch of the Imperial Geographical Society, resided for seven years in the vicinity of the Dalai Nor, the lake through which the Kerulun is said to pass when it assumes the name of the Argoon which flows into the Amoor. Dr. Kashin has informed me that the formation of the surrounding country is quite opposed to the possibility of streams running northward out of the lake, and furthermore that several rivulets having their sources in the neighbouring hills actually run into the Dalai Nor near the very spot that the Argoon is represented as flowing out, and I have it from the Prince Krapotkin, a gentleman who recently crossed over the Northern part of Manjuria, (a journey not hitherto travelled by a European) that his friend Colonel Buxhaven, Commander of Brigade, made a tour of the Dalai Nor in the summer of 1862, which was a very dry year, and found that the lake only contained a small pool of water in its centre, and that the bed of the Kerulun could not be traced, its mouths having been lost in the sand.

"I think such testimony sufficient to set at rest the question as to whether the Kerulun is or is not the present stream of the Amoor, and I may further mention that it is now generally admitted by Siberian Geographers that the Argoon flows originally from a small river to the North East of Dalai Nor called the Khailar.

"I may mention that another geographical question which has made itself conspicuous from the discussion it has created, viz the site of Kara Korum the ancient capital of Ghengis Khan, has occupied much of my attention, and from all that I have been able to glean, I am disposed to place it near the sources of the Onon and not on the Orkhon, as d'Anville has determined. My information has been gained in the vicinity, and I hope some day to have an opportunity of visiting its ruins which are still visible. I believe no foreigner has reached this spot since Rubriquis about 600 years ago. This Monk Ambassador of Saint Louis furnishes us with information of Prester John of whom he speaks as a Nestorian Christian who resided at Kara Korum, and reigned over the Mongol tribes of Merkit and Keraït."

Mr. Grant represented Northern Mongolian or Khalka as being divided into four Aimaks or Khanates, each Aimak into Hoshoons, that is families, clans, or banners. There are eighty six Hoshoons, each of which is governed by its own Prince or Chief, so far as regards the interior affairs.

The Imperial Government of Pekin has divided Northern Mongolian into two Governments, the Eastern and the Western, at the head of each it has appointed a Viceroy who is responsible to it. Their chief duties are to maintain peace amongst the Princes, to raise troops when called upon for the Imperial service and to collect tribute.

Mr. Grant described the various ceremonies at births, deaths, and marriages, giving very detailed accounts of each, he related several traditions which are still current in Mongolia, and went very fully into all that concerns the Kuruktoo and the Buddhist religion as practised by the Lamas. He spoke of the Chinese Postal or Courier service and mentioned that the arrangements though very incomplete were such as to enable the Government at Pekin to communicate at any time with Kinchta in nine days. He represented the people as very dirty and immoral. But he lauded very much their hospitality, and concluded by recommending this route as far preferable to the Red Sea one.

After a few remarks by the President and Mr. Goodwin, the thanks of the Society were voted to Messrs. Edkins and Grant for their interesting papers, and the meeting separated.

RACQUET CLUB.

A Special Meeting of the Racquet Club was held on Saturday last, the 2nd inst., at 4 P.M., at No. 3 Yuen-ming-yuen Buildings.

Present.—Augustus Fisher Esq., *Hon. Sec.*, in the Chair. Messrs. J. P. Tate, J. Giffillan, Essex, Inglis, Armstrong and H. W. Dent.

Mr. Armstrong proposed and Mr. J. Gilfillan seconded the following three resolutions, all of which were carried unanimously:—

1st.—That the Third Rule of the Addenda passed on the 17th August, 1863, be cancelled, and that the following be substituted for it:—

> 3rd.—That Class *A* have the use of the Court on Mondays, Wednesdays and Fridays; and Class *B* on Tuesdays, Thursdays and Saturdays.

2nd.—That an addendum be made to Rule 5 as follows:—

> And the days so chosen for these matches are to be taken alternately from those in which Classes *A* and *B* are entitled to the use of the Court.

3rd.—That the following words be added to the end of Rule 8:—

> But such match must be played on one of the days that Class *B* is entitled to the use of the Court.

A vote of thanks was then given to the Chairman, and the meeting separated.

The new Rules therefore now stand as follows, those published in the *North-China Herald* of Aug. 26th, being cancelled:—

RULES.

1.—That the Members of the Club be divided according to their proficiency in the Game into Classes *A* and *B*,—such classification to consist as nearly as possible of an equal numerical division of its Members, to be made by a Committee consisting of the Secretary (for the time being) and Two Members, which latter are to be elected by both classes, but the Members so chosen must be from Class *A*.

2.—That all new Members joining the Club be placed in Class *B*.

3.—That Class *A* have the use of the Court on Mondays, Wednesdays and Fridays; and Class *B* on Tuesdays, Thursdays and Saturdays.

4.—That any Member of Class *B* wishing to move into Class *A*, may challenge any Member of that letter to play him a single match of the best of five Games; and the Member so challenged must play the one in Class *B* on a day fixed by the Committee for that purpose, or forfeit his privilege of playing in Class *A*, unless very good and sufficient reason be given for his non-attendance on match day. The Committee's decision on this point to be final.

5.—The challenge so given must be sent in writing to the Secretary, who will consult with the Committee and fix the day, such if possible to be one week from date of Challenge; and no two matches to occur in one week; and the days so chosen for these matches are to be taken alternately from those in which Classes *A* and *B* are entitled to the use of the Court.

6.—That the loser of the match shall forfeit $10, such monies to go to the general funds of the Club.

7.—That should any Member in Class *A* be defeated, the same shall not be eligible to play with or challenge any Member of that class until One Month has elapsed from the date of his defeat, also that any Member of Class *B* not winning his match, cannot again challenge under the same period.

8.—On the admission of a new Member, who will enter Class *B* according to Rule 2, he will have the privilege of challenging any Member of Class *A* within Two Weeks of his election; but should he not do so, and the number of Members in that Class be found to be short of Class *B*, then the two best players of Class *B* shall have a single match to decide which of them is to enter Class *A*; but such match must be played on one of the days that Class *B* are entitled to the use of the Court.

FOR SALE.

FOR SALE.

SHERRY Yasi's in 2 & 3 doz. cases,			Tls. 8	p. doz
Port,	"	"	" 8	"
Champagne, in	1	"	" 12	"
Claret, (Barton & Guestier's) St. Juen, in 1-doz. cases,			" 8	"
Medoci	1	"	" 5	"
Cognac Brandy,	1	"	" 10	"
do. do.	1	"	" 6	"
India Pale Ale,	4	" casks	" 2	"

CHAPMAN, KING & Co.

tf 223 Shanghai, 12th September, 1863.

MISCELLANEOUS.

BENSON'S WATCHES,

CLOCKS, JEWELLERY, SILVER, AND ELECTRO PLATE.

J. W. BENSON, Ludgate Hill, London, E.C. (Established 1749), Watch and Clock Maker by Warrant of Appointment to H.R.H. the Prince of Wales, has fitted up extensive Workshops with steam machinery for the production of Clocks and Timepieces of every description.

WATCHES

adapted for every class, climate, and country. Wholesale and Retail. Chronometers, Duplex, Levers, Horizontal, Repeating, Centre Seconds, Keyless, and Chronographs, at £2 10s. to 200 Guineas.

CLOCKS;

Drawing, Dining, and Bedroom, Bracket Carriage, Church, Turret, Stable or Office, at £1 1s. to 1,000 Guineas.

OPINIONS OF THE PRESS.

"The movements are of the finest quality which the art of horology is at present capable of producing."—*Illustrated London News*, November 8, 1862.

"Some of them are of great beauty; and if the English watch-trade only follow up with the same spirit and success this first attempt to compete with foreigners in decorative watches, there seems to be no reason why we should not get the trade entirely into our own hands."—*Times*, June 23, 1862.

Benson's 4-Guinea London-Made Patent Lever Watch,

Capped and Jewelled, strong Silver Cases, made in four sizes, from 1¾ to 2 inches in diameter. This Watch is suitable for everybody, and is without doubt the best, cheapest, and most accurate Watch manufactured in this country.

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Jewelled, &c., strong Silver Cases, 1½ to 2 inches in diameter, a sound and useful Watch.

Benson's 5-Guinea Lady's Gold Watch,

Horizontal movement, Jewelled in four holes, and all the late improvements, combined with a rich artistically engraved case and dial, making it a model of elegance.

Benson's 6-Guinea Gentleman's Gold Watch,

Horizontal movement, Jewelled in four holes, and all the late improvements, with a pure white enamelled dial, and elegantly engraved or engine-turned case.

Benson's Indian Watch,

a London made, Patent detached Lever Watch, Jewelled in four holes, with Compensating Balance, keeps accurate time in any climate. Price, in strong Silver Case, £11 11s. Gold Cases, £25.

Benson's Exact Watch,

Constructed expressly to resist the action of extremes of temperature, Silver Cases, £21 and £25; Gold Cases, £30 and £35.

A PROFUSELY ILLUSTRATED PAMPHLET

of Watches, Clocks, and Chains, descriptive of every construction of Watch made, with prices from which Wholesale and Retail buyers can select, post free for six Stamps. Also a catalogue of Silver and Electroplate, containing 300 Illustrations, post free for 12 Stamps. *Copies can be inspected at the Office of this paper.* All orders should be accompanied by a remittance.

J. W. Benson, having made arrangements with numerous Manufacturers of every description of Goods, residing in England, France, Switzerland, and Germany, will undertake commissions to purchase and ship to all parts of the world their productions at the manufacturers' prices, charging the usual commission upon the amount of order.

J. W. Benson, Maker of the Great Clock for the Exhibition, 1862, and of the Chronograph Dial, by which was timed "The Derby" of 1862, 1863, 1864 and 1865. Prize Medallist, Class 33, and Honourable Mention, Class 15.

LUDGATE HILL, LONDON.

24fe 1866 634 2nd September, 1865.

JOYCE'S AMMUNITION,

Established 1820.

The following articles, of the best quality, for Sporting and Military purposes, may be had of all Gunmakers and Dealers in Gunpowder.

TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

CHEMICALLY-PREPARED CLOTH, FELT, AND PAPER WADDINGS.

Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at Long Distances

FREDERICK JOYCE & Co.,

PATENTEES AND MANUFACTURERS,

57, Upper Thames Street, London, E. C.

Contractors to Her Majesty's War Department.

Wholesale only.

15ja-66 o-a-f 628 July 15th, 1865.

MISCELLANEOUS.

S. CLIFTON,

MILLINERY AND DRAPERY ESTABLISHMENT.

Also,

SADDLERY OF EVERY DESCRIPTION.

Keangse & Nankin Roads.

S. CLIFTON.

tf 577 Shanghai, Jan. 1st, 1865.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPER AND BAKERS,

BREAD AND BISCUITS.

SHANGHAE.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,

SHANGHAI.

Yang-king-pang, Corner of Rue Montauban.

tf Shanghai, 4th April, 1862.

WATSON, CLEAVE & Co.

Chemists & Druggists,

NANKIN ROAD, NEAR THE BUND,

SHANGHAI.

大 藥 房

tf. 512 Shanghai, 1st October, 1864.

MISCELLANEOUS.

A. MARKS and Co.,

Auctioneers and Commission Agents.

Yokohama,

JAPAN.

tf 264 Yokohama, 5th October, 1863.

TEETH WITHOUT PAIN.

OSTEOEIDON.

Patent, March 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for those long resident in warm climates.

MESSRS. GABRIEL,

THE OLD ESTABLISHED DENTISTS.

Diploma 1815.

27, Harley Street, Cavendish Square, and 4 doors from the Railway Bridge, Ludgate Hill, London;

Liverpool: 134, Duke Street.
Birmingham: 65, New Street.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

Gabriel's Celebrated Odontalgique, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

Gabriel's Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

13my-66 599 May 13th, 1865.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo	Consignees.
Sept 2	Bob Tail Nag	B. schr	250		Newchwang			A. R. Tilby and Co
.. 2	Whampoa	B. str.	115	Whitelow	Ningpo	Sept 1		D. Sassoon, Sons and Co
.. 2	Confucius	Chi. str.	265	McCaslin	Nanking	.. 1		Chinese Government
.. 2	Huquong	A. str.	1339	Simmons	Hankow	Aug 31	General	Russell and Co
.. 2	Labourdonnais	Fr. str	944	Pelissot	Hongkong	.. 29	Mails, etc	Messageries Imperiales
.. 3	Kiangse	A. str.	547	Gray	Ningpo	Sept 2	General	Russell and Co
.. 3	Fusi-Yama	B. str	2000	McQueen	Hankow	Aug 31	do	Dent and Co
.. 3	Kiukiang	A. str.	1062	Taylor	Hankow	.. 31	do	Olyphant and Co
.. 3	St. George	Sia bq	226	Davies	Hongkong	.. 21	do	Order
.. 4	Dumbarton	B. str.	951	Vincent	Hongkong	.. 31	do	Gibb, Livingston & Co
.. 4	G. C. Lorenz Mayer	Ha. bk	275	Miller	Swatow	.. 26	Sugar	Wm. Pustau and Co
.. 4	Ayrshire Lass	B. str	420	Kirkaldy	C'foo N'po	.. 28	Fruit	Gibb, Livingston and Co
.. 5	Elgin	B. str.	391	Cooley	Nagasaki	Sept 2	General	Glover and Co
.. 5	Whampoa	B. str	115	Whitelow	Ningpo	.. 4	do	D. Sassoon, Sons and Co
.. 5	Assyrian	B. ship	555	Mearns	London	May 27	do	Smith, Kennedy and Co
.. 5	Pitsworth	B. bark	378	Thomas	Zebu	Aug 23	Sugar	Jardine, Matheson & Co
.. 5	Rover	A. bark	358	Hunt	Nagasaki	Sept 2	General	Frazar and Co
.. 5	Kiang-loong	A. str	943	West	Hankow			Augustine Heard and Co
.. 5	Marianne	Bre sch	442	Dieckmann	N. York v Hkg	Jan 31	General	Edouard Schellhass & Co
.. 6	Bintang	Old sch	146	Brunlop	Newchwang	Aug 13	Rice	E. Telge
.. 6	Selina Jane	B. brig	216	Grunwood	Hakodadi	.. 16	Sea Weed	Siemssen and Co
.. 6	Sze-chuen	A. str	1006	Spencer	Hankow			Russell and Co
.. 6	Kiangse	A. str.	547	Gray	Ningpo	Sept 5	General	Russell and Co
.. 6	Fei-ma	B. str	121	Buckland	Ningpo	.. 5	do	Moses and Co
.. 6	Shanse	A. str	1066	Perkins	Hankow	.. 3		Russell and Co
.. 6	Noe	Fr bq	266	Leveque	Nagasaki	Aug 27	General	Vaucher, Frères
.. 6	Turandot	Ha. bk	400	Melbert	Newchwang	.. 28	Rice, etc	Wm. Pustau and Co
.. 7	Garell	B. bark	242	Legrow	Iloilo	.. 20	Sugar	Wm. Pustau and Co
.. 7	Indian	B. bark	333	Brymner	Singapore	.. 20	General	Order
.. 7	Peemah	B. ship			Sydney			
.. 7	Sir Harry Parkes	B. str	546	Gull	Ningpo	Sept 6	do	Augustine Heard and Co
.. 7	Whampoa	B. str.	115	Whitelow	Ningpo	.. 6	do	David Sassoon Sons & Co
.. 7	Chinaman	B. ship	[illegible]	Downie	Liverpool	June 1	General	Holliday, Wise and Co
.. 8	Chefoo	Ha. bk	190	Poh	Hongkong	Aug 25	Sugar	Telge and Co
.. 8	Sea Snake	B. bark	423	Popham	Liverpool	Apr 23	General	Gibb, Livingston and Co
.. 8	Roseneath	B. brig	227	Nissen	Kaelung	Sept 2	Coals	Order
.. 8	E. Elise	Ha bq	280	Lreuss	Newchwang	Aug 29	Rice	Siemssen and Co
.. 8	Kiangse	A. str	547	Gray	Ningpo	Sept 7	General	Russell and Co

DEPARTURES.

FROM THE ANCHORAGE.

Date.	Vessels.	Flag & Rig	Tons	Captain.	Destination.	Cargo.	Despatched by
Sept 2	Fire Queen	A. str.	1123	Parkes	H'kow & Ports	General	Reid and Co
.. 2	Manilla	H. M. s.		Burnett	Taku		
.. 2	Whampoa	B. str.	115	Whitelow	Ningpo	Sun., &c	David Sassoon, Sons and Co
.. 3	Celestial	B. bark	401	Greatons	Hongkong	Ballast	Gibb, Livingston and Co
.. 3	Preciosa	Ha. bq	217	Johnson	Zingatar	do	Siemssen and Co
.. 3	Waratah	B. str.	256	Oliver	Fuchau	C'ton, etc	Moses and Co
.. 3	Duplex	Fr str	872	Wellsay	Yokohama	Part O'nal	Messageries Imperiales
.. 3	Fei-ma	B. str.	121	Buckland	Ningpo	Ballast	Moses and Co
.. 4	Art Union	B. ship	748	Pulson	London	Tea, &c	Shaw, Brothers and Co
.. 4	Singapore	B. str.	747	Browne	Hongkong	Silk, etc	Wm. Davison, for Agt
.. 4	Bequeyrau	Fr. bq	350	Letodolce	S. Fr'co v Y'ma	Sun., &c	Wm. Pustau and Co
.. 5	Gerard	B. str	401	Quirk	C'foo T'sin	Opl., etc	Smith, Kennedy and Co
.. 5	Marion	Ha. sh	534	Jansen	Hongkong	Ballast	Gibb, Livingston and Co
.. 5	Kwang Foong	B. bark	239	Taylor	Fuchau	Sundries	Boutjau, Hubener & Co
.. 5	Sir Harry Parkes	B. str.	546	Gull	Ningpo	Opl., etc	Augustine Heard and Co
.. 5	Whampoa	B. str	125	Whitelow	Ningpo	Sun., &c	David Sassoon, Sons and Co
.. 6	Adeline	Net bg	149	Wybrands	Yokohama	Sundries	F. Kroes and Co
.. 6	Eclipse	B. bark	300	Collinson	Hongkong	Ballast	A. Ellissen and Co
.. 6	Jane	B. bark	156	Pickhard	Yokohama	do	Russell and Co
.. 6	Maggie	B. ship	305	Gruchy	Singapore	Sundries	Trautmann and Co
.. 6	Anita	B. bq	319	Askins	Yokohama		Augustine Heard and Co
.. 6	Mona	B. str.	542	Bourn	Hongkong	Tea, etc	Gibb, Livingston and Co
.. 6	Nanzing	B. str.	419	Tullock	T'tsin v C'foo	Opl., &c	Trautmann and Co
.. 6	Kiangse	A. str.	547	Gray	Ningpo	Opl., &c	Russell and Co
.. 7	Huquong	A. str	1339	Simmons	H'kow & Ports	General	Russell and Co
.. 7	Kiukiang	A. str	1062	Taylor	Wreck Wokee	do	Olyphant and Co
.. 7	Fusi-Yama	B. str.	2000	McQueen	H'kow & Ports	do	Dent and Co
.. 7	Sir Harry Parkes	B. str	546	Gull	Ningpo	Opl., &c	Augustine Heard and Co
.. 7	Pluto	H.M.S.		Parke	Cruise		
.. 8	Kiangse	A. str	547	Gray	Ningpo	Opl., &c	Russell and Co
.. 8	Fei-ma	B. str	121	Bird	Ningpo	Opl., &c	Moses and Co
.. 8	Confucius	Chi str	265	McCaslin			Chinese Government

SHIPPING IN HARBOUR AND AT WOOSUNG, SEPTEMBER 9, 1865.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Ap 17	A. str	65		H. Fogg and Co	*Laid up*	
Ayrshire Lass	Sept 4	B. str	420	Kirkaldy	Gibb, Livingston and Co	Nagasaki	Early
Cadiz	Sept 1	B. str.	481	Soames	Wm. Davison, for Agt	Yokohama	24th Mail
Dumbarton	Sept 4	B. str	951	Vincent	Gibb, Livingston and Co	Hongkong	To-day
Elgin	Sept 5	B. str.	391	Cooley	Glover and Co		
Enterprise	Mar 22	A. str	107		H. Fogg and Co	*Laid up*	
Fei-loong	Aug 13	Chi str.	466		Chinese Government		
Fenella	Aug 26	B. str.	179		Nichol Latimer and Co		
Gazelle	July 6	B. str.	40				
Grete	Jan 15	Pru. str	30		Wm. Pustau and Co		
Island Queen	Jy 20	B. str.	129	Burkett	F. R. Gamwell	*Laid up*	
Kiang-loong	Sept 5	A. str	943	West	Augustine Heard and Co	H'kow & Ports	10th inst
Kin lin	Aug 29	B. str.	270	Bramwell	Glover and Co		
Labourdonnais	Sept 2	Fr. str.	944	Pelissot	Messageries Imperiales	Hongkong *	10th inst
Lancefield	Mar 23	A. str	950		Russell and Co	Repairing	
Little Mary	May 21	B. str.			T. S. Smith	For Sale	

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Mercury	June 28	B. str.	138	Baynton	Reid and Co		
Shanse	Sept 6	A. str.	1066	Perkins	Russell and Co		
South Western	July 5	B. str	110	Messeroy	J. H. Wignall and Co	Sale or Ch.	
Sze-chuen	Sept 6	A. str.	1006	Spencer	Russell and Co	H'kow & Ports	10th inst
Tsatlee	Feb 19	A. str.	60	Lowell	Russell and Co	*Laid up*	
Wan-Loong-Pei	Sep 10	B. str.	45		Geo. Barnet and Co	*Laid up*	
Willamette	Mar 20	Chi str.	176		Chinese Government		
Wusung	July 18	A. str.	161	Hellet	John Forster and Co	Ningpo	cld 2 inst

24 *Steamers.*] With Mails, *

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
Adelina	Ju 10	B. ship	759	Dennett	Smith, Kennedy and Co	Ft. or Ch.	
Amelia	Aug 21	B. bark	360		Order	Discharging	
Anna	Aug 30	Da. sch	142	Petersen	Order		
Ann Lucey	Aug 9	B. bark	270	Wade	Oxford and Co	Ft. or Ch.	
Appelina	Ju 28	B. brig	803	Chambers	Reid and Co	..	
Assyrian	Sept 5	B. ship	555	Mearns	Smith, Kennedy and Co		
Aurelia	Aug 21	A. bark	480	Howes	Augustine Heard and Co	Ft. or Ch.	
Bankside	Jy 19	B. bark	498	Frail	Wm. Davison, for the Agent		
Baron Kellner	Aug 8	Aus bk	381	Corich	Behnoff, Vale and Co	Ft. or Ch.	
Beemah	Sept 7	B. ship					
Bengalen	Jy 30	Dut bg	200	Armstrong	Siemssen and Co	..	
Bertha	Aug 9	Han bg	120	Jacobsen	Siemssen and Co	Tientsin	Early
Bintang	Sept 6	Old sch	140	Brunlop	B. Telge		
Bob Tail Nag	Sept 2	B. sch	250	Fox	A. R. Tilby and Co	Discharging	
Bolina	Aug 25	B. bark	433	Russell	Edouard Schellhass and Co	Ft. or Ch.	
Bravo	July 25	Ha. bq	151	Ode	Siemssen and Co	..	
British Banner	Aug 10	B. bark	400	Grigs	J. H. Wignall and Co	Chefoo	cld 8 inst
Carl Wilhelm	Sept 3	Da. bk	248	Maten	Clausen, Droege and Co		
Catalpa	Aug 18	A. bark	243	Stevens	Frazar and Co	Ft. or Ch.	
Chefoo	Sept 8	Ha. bk	190	Poh	Telge and Co		
Chinaman	Sept 7	B. ship	667	Downie	Holliday, Wise and Co		
Christina Mathias		Pru sh	530	G. E. Lord	Wm. Pustau and Co	Hongkong	To-day
City of Quebec	Ju 22	B. ship	663	Downie	Jardine, Matheson and Co	London	
Coulnakile	Aug 20	B. ship	579	Morison	Johnson and Co	Discharging	
Corea	July 1	B. bark	428	Lombard	Dent and Co	Hongkong	Imdt
Cobang	Ju 28	B. bark	327	Fullerton	A. R. Tilby and Co		
Conheath	Ju 28	B. bark	307	Phillips	Frazar and Co	Ft. or Ch.	
Dan	Aug 22	Da bk	419	Laurenberg	Wm. Pustau and Co	..	
Dartmouth	Jy 30	B. ship	933	Davies	Gilman and Co	London	1st prox
Dewa Dungadhur	Jy 20	B. ship	596	Stratton	Jardine Matheson and Co	Ft. or Ch.	
Dora	Aug 6	B ship	854	Carty	Blain, Tate and Co	..	
Duck	Jy 21	B. sch	115	Diedericksen	P. F. Cama and Co	*Laid up*	
Dwina	Aug 7	Rus bk	257	Rittern	Boutjau, Hubener and Co	Nagasaki	Early
Egeria	June 9	A. bark	384	Emery	David Sassoon, Son and Co	Ft. or Ch.	
Eidsvold	Aug 7	Nor bq	261		Siemssen and Co	..	
Elizabeth	Aug 10	B. bark	412	Samson	A. R. Tilby and Co	..	
Electra	Aug 17	B ship	606	Woodgate	Glover and Co	Discharging	
Ensign	Aug 16	B bark	131	Black	Nichol Latimer and Co	London	Early
Eshun	Aug 3	B. bark	250	Lowe	Jarvie, Thorburn and Co	Ft. or Ch.	
Esmok	Aug 28	B ship	844	Montgomery	Frazar and Co	Discharging	
Ethel	Ju 21	B. bark	371	Wylie	A. R. Tilby and Co	Ft. or Ch.	
E. Elise	Sept 8	Ha. bq	280	Lreuss	Siemssen and Co		
Eunice Nicholas	Aug 28	B. ship	1070	Betsy	Dow and Co	Repairing	
Euxine	Aug 21	B. bark	33[illegible]	Gardiner	Captain	Discharging	
Flatworth	Sept 5	B. bark	378	Thomas	Jardine, Matheson and Co		
Fenny	Jy 8	B. bark	167	Waters	Frazar and Co	Ft. or Ch.	
Finzel	Jy 19	B bark	457	Hicks	Dow and Co	New York	Early
Formosa	July 21	Da. sc.	276	Poulson	Siemssen and Co	Ft. or Ch.	
Garrawalt	Mar 26	B. ship	627	Phillips	Smith, Kennedy and Co	London	Imdt
Garell	Sept 7	B. bark	242	Legrow	Wm. Pustau and Co		
George Becker	Jy 20	Bre bk	300	Behnke	Siemssen and Co	Ft. or Ch.	
Glencoe	Ju 22	B. ship	71[illegible]	Sands	Dent and Co	London	Early
Glencune	Jy 30	B. bark	471	Turnbull	Jarvie, Thorburn and Co	Fuchau	To-day
Glengarry	June 8	B. ship	896	Grabeck	Smith, Kennedy and Co	London	Early
G. C. Lorenz Meyer	Sept 4	Ha. bk	275	Miller	Wm. Pustau and Co		
H. Harbeck	June 2	B. ship	714	Stoughton	Olyphant and Co	S. F'co v Y'ma	Imdt
Helena	Jy 30	Da. bk	276	Kundten	Wm. Pustau and Co	Ft or Ch	
Hermen & Rebecca	July 21	B. ship	812	Ewart	Siemssen and Co	Discharging	
Helen Douglas	July 21	B ship	82[illegible]	Newlands	Smith, Kennedy and Co	Hongkong	Early
Helen Nicholson	July 16	B ship	716	Holliday	Blain, Tate and Co	London	Early
Hop Sing	Aug 20	Ha bq	341	Habelort	A. R. Tilby and Co	Discharging	
Horsa	Jy 26	B. ship	1093	Snowdon	Birley, Worthington and Co	London	Early
Hot Spur	Aug 26	B. ship	575	Cordingill	P. & O Co	Ft or Ch	
Hyacinth	Jy 19	B. bark	321	Macfarlane	Smith, Kennedy and Co	..	
Indian	Sept 7	B. bark	333	Brymner	Order		
Indus	Aug 17	B. ship	61[illegible]	Allsop	Hogg Brothers	Ft or Ch	
Insulaneren	Aug 31	Da. bg	228	Jorgensen	Oxford and Co	Discharging	
Invincible	June 8	B ship	657	Callentine	Smith, Kennedy and Co		
J. C. Munro	Jy 30	B. ship	612	Wood	Captain	Ft. or Ch.	
J. N. Cushing	Jy 30	A. ship	637	Snap	Borneo Company Limited	..	
J. W. Seaver	Jy 19	A bark	260	Snow	Augustine Heard and Co	..	
Jeanne et Joseph	Aug 29	Fr bg		Grouthé	Boissonnet and Co	Hakodadi	To-day
John Brightman	Aug 11	B. ship	377	Mayes	Chinese	Discharging	
Jura	Jy 24	Fr bk	456	Meyer	Vaucher Frères	Sale Ft. or Ch.	
Keenta	Feb 1	B bark	286	Gall			
Leonardo Da Vinci	July 22	Ha bk	435	Peccitto	Hogg Brothers	San Francisco	To-day
Laura	Jy 19	Ha. bk	380	Gerlitz	Wm. Pustau and Co	Ft or Ch	
Lord Clyde	Aug 19	B bark	531	Withers	Gilman and Co	Discharging	
Loofing	Jy 30	Da bq	304	Mortensen	Wm. Pustau and Co	Chefoo	Imdt
Lucy E Ashby	Aug 9	A bark	213	Ashby	Dent and Co	Discharging	
Malacca	Aug 21	B. bark	565	Jensen	Eugwat and Co	Nagasaki	Early
Macassar	July 22	Ha. bq	465	Petersen	Siemssen and Co	Ft. or Ch.	
Madura	Ju 29	B. bark	316	Mathbins	Newbery, Elliot and Co	..	
Marianne	Sept 5	Bre sch	442	Dieckmann	Edouard, Schellhass and Co		
Marco Polo	Jy 16	Ha. bk	389	Henschild	Siemssen and Co	..	
Martaban	Jy 8	Pru bk	276	Ode	Wm. Pustau and Co	Fuchau	To-day
Maria	Ju 21	Da. bk	456	Yong	T. Kroes and Co	Ft. or Ch.	
Marianne	Aug 2	B. bk	192	Ugler	Oxford and Co	..	
Marion	Ju 14	B. bark	460	Laughton	Dow and Co	..	
Minerva	July 5	B. bq	693	Fox	Smith, Kennedy and Co	..	
Morning Star	Sept 1	B. ship	562	Johnston	Frazar and Co	Discharging	
Napoleon III.	Aug 21	B. ship	710	Rosat	Reid and Co	..	
Nimroud	Jy 8	B. ship	1022	Oughton	Dow and Co	Ft. or Cl.	
Nipon	Aug 4	Ha. bq	513	Asserus	Frazar and Co	Discharging	
Nizam	Jy 31	Fr bk	415	Guioux	Therle and Co	Ft. or Ch.	
Noe	Sept 6	Fr bk	266	Leveque	Vaucher, Frères		
Oan ta	Aug 7	B. ship	1165	White	Jardine, Matheson and Co	..	
Oliver Cutts	June 1	B. ship	705	Ray	Augustine Heard and Co	Hongkong	cld 23 ult
Overunner	Jy 29	Da. bq	290	Gottsche	Siemssen and Co	Ft. or Ch.	
Padang Pandjang	Jy 19	Dut sh	600	Kehling	F. Kroes and Co	Discharging	
Paragon	Aug 16	Sia sh	736	Holinquist	A. R. Tilby and Co	..	
Patna	Aug 21	B. bark	325	Jones	Dent and Co	Liverpool	Imdt
Peep O'Day	Ju 30	B. bark	491	Johnson	Jardine, Matheson and Co	Ft. or Ch.	
Peterborough	July 16	B. bark	560	Orchard	Jardine, Matheson and Co	..	
Petrel	May 31	B. schr	267	Lewis	Dent and Co	Laid up	
Podesta	Jy 21	Ha. bk	389	Angelbeck	Siemssen and Co	New York	Early
Polmaise	Jy 18	B. ship	897	Butler	Jardine, Matheson and Co	London	Early
Portland	Jy 20	B. ship	860	Peters	Jardine, Matheson and Co	Ft. or Ch.	
Prata	Aug 2	Ha bq	340	Fabricius	Boutjau, Hubener and Co	..	
Prince Alfred	Aug 24	B. ship	663	Eliesen	W. R. Adamson and Co	Discharging	
Qua Lee	Aug 22	B. sch	310	Collens	Trautmann and Co	..	
Queen of the East	Ju 21	B. ship	853	Hess	Smith, Kennedy and Co	Fr or Ch	
Queen of the Forth	Aug 23	B. ship	678	Crombie	Smith, Kennedy and Co	Discharging	
Queen of the Ocean	Aug 24	B. ship	670	Ellison	Gibb, Livingston and Co	..	
Quick	Aug 22	B. bg	229	Vivert	Master	Ft. or Ch.	
Ranee	Aug 4	B. ship	596	Pattle	Wm. Pustau and Co	Swatow	Early
Rapid	Jy 31	Sia bq	429	Carl[illegible]a	A. R. Tilby and Co	Discharging	
Red Riding Hood	Jy 12	B. ship	709	Nicolson	Jardine, Matheson and Co	Ft. or Ch.	
Rio de Janeiro	Ju 27	B bark	280	Sap	Siemssen and Co	..	
Roseneath	Sept 8	B. brig	227	Nissen	Order		
Rover	Sept 5	A. bark	358	Hunt	Frazar and Co		
St. Dunsdan	Aug 10	B. bark	141	Foo Yey	Gundry and Co		
St. George	Sept 3	Sia bq	296	Davies	A. R. Tilby and Co		
Sagittaire	Jy 5	Fr bk	213	Cardonnet	Therle and Co	Ft or Ch	
Sarah Scott	Jy 19	B. bark	563	Richards	Wm Davison, for the Agent		
Sea Snake	Sept 8	B. bark	423	Popham	Gibb, Livingston and Co		
Seaton	Jy 8	B. bark	401	Thomson	Master	Ft. or Ch.	
Sea Witch	Sept 1	B. ship	373	Hughes	David Sassoon, Sons and Co		
Selina Jane	Sept 6	B. brig	216	Grunwood	Siemssen and Co		
Shooting Star	Ju 17	Sim sh	610	Bruhn	A. R. Tilby and Co	Discharging	
Siam	Aug 22	Ha. bk	336	Fischer	Oxford and Co	..	
Simoda	Ju 21	B. ship	646	Drysdale	Dow and Co	Sale Ft. or Ch.	
Stirlingshire	Ju 22	B. bark	541	Cuningham	Jardine, Matheson and Co	Fr or Ch	
Statesman	Ju 26	B. ship	811	Marshall	Gundry and Co	London	Early
Stirling	July 26	B. bg	309	Waller	Dent and Co	Sale	
Toy Fat	Jy 24	Pru. bq	266	Casslar	Wm. Pustau and Co	Ft or Ch.	
Thistle	July 23	B schr	300	Hatley	Jardine, Matheson and Co	Laid up	
Thomas Dryden	Jy 18	B bark	416	Brown	Master	Ft. or Ch.	
Tiempo	Aug 14	Spa bg	370	Salla	Phillipps, Moore and Co	Amoy Ma'la	Early
Turandot	Sept 6	Ha. bk	400	Melbert	Wm. Pustau and Co		
Tye ong	Ju 14	Sia bk	475	Denesky	A. R. Tilby and Co	Discharging	
Valetta	Ju 26	B bark	38[illegible]	Dawes	Augustine Heard and Co	Ft. or Ch.	
Venus	Aug 8	Ha. bq	525	Koeford	Siemssen and Co	Swatow	Early
Victoria	Jy 30	Ha. bq	316	Petersen	Boutjau, Hübener and Co	Fr or Ch	
Water Lily	Aug 4	B schr	140	Pounsberry	Oxford and Co	..	
Whitehall	Ju 10	B ship	936	James	Captain	..	
Wild Deer	Ju 21	B. ship	1016	Cobb	Jardine, Matheson and Co	London	Early
Willy	Aug 9	Bre schr	270	Kohker	Boutjau, Hubener and Co	Fuchau	Early

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